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CANADIAN GEOGRAPHICAL JOURNAL

THE UNIVERSITY
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The Society's ambition is to make itself a real force in advancing geographical knowledge, and in disseminating information on the geography, resources and people of Canada. In short, its aim is to make Canada better known to Canadians and to the rest of the world.

As one of its major activities in carrying out its purpose, the Society publishes a monthly magazine, the Canadian Geographical Journal, which is devoted to every phase of geography — historical, physical and economic — of Canada, of the British Commonwealth and of the other parts of the world. It is the intention to publish articles in this magazine that will be popular in

character, easily read, well illustrated, and informative.

The Canadian Geographical Journal will be sent to each member of the Society in good standing. Membership in the Society is open to any one interested in geographical matters. The annual fee for membership is five dollars (Canadian currency).

The Society has no political or other sectional associations, and is responsible only to its members. All money received is used in producing the Canadian Geographical Journal and in carrying on such other activities for the advancement of geographical knowledge as funds of the Society may permit.

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N.F.B.

The Society's Honorary Patron

It was announced recently by Major-General H. A. Young, President of the Society, that His Excellency Major-General Georges P. Vanier, D.S.O., M.C., C.D., Governor-General of Canada, has agreed to assume the position of Honorary Patron of the Society. In accepting this appointment, His Excellency carries on a tradition established with the founding of the Society in 1929, when the then Governor-General, the Right Honourable Viscount Willingdon, became its Honorary Patron.

General Vanier's long record of service to Canada was climaxed when his appointment as Canada's nineteenth Governor-General was announced in August by Her Majesty Queen Elizabeth II, at the close of her cross-country tour.

As a soldier he served in Europe during the First World War and was awarded the Military Cross and Bar and the Distinguished Service Order. Severely wounded in combat — he lost his right leg above the knee — he returned to Canada and was subsequently appointed second-in-command of his old regiment, the

*His Excellency
Major-General Georges P. Vanier,
D.S.O., M.C., C.D.,
Governor-General of Canada*

Royal 22nd, of which he was one of the founders. It was from this post in 1921 that he was selected to become aide-de-camp to Governor-General Lord Byng. In 1925 he was given command of the Royal 22nd and in 1928 went to Geneva as Canada's representative on the preparatory disarmament commission of the League of Nations. During the Second World War he was appointed a member of the Canadian Section of the Joint Permanent Board for Defence of Canada and the United States and at this time did much to encourage French-Canadian support in the war effort.

His diplomatic career began in the 1930s when he served as Secretary of the Office of the High Commissioner for Canada in London. During the years he held this post he represented Canada on many international and imperial conferences. In 1939, he relinquished his London post to become Canadian Minister to France. When the German army overran the country in 1940, he along with the British Ambassador, Sir Ronald Campbell, managed to escape in a small fishing boat. Later in the war, in 1943, he was recalled to London to become the Canadian Minister to allied governments established in the United Kingdom. In 1944 he followed General de Gaulle's French Committee of National Liberation to Algiers and twelve days after the French capital was liberated he returned to France as Canada's first full ambassador there.

Though he retired in 1953, General Vanier did not cease to be active; he accepted directorships in several firms, and his widespread interests lead to his appointment on the Canada Council.

The Society is proud and honoured to have this distinguished Canadian associated with its objects.

CANADIAN GEOGRAPHICAL JOURNAL

Published monthly by

THE ROYAL CANADIAN GEOGRAPHICAL SOCIETY

Ottawa, Ontario

This magazine is dedicated to the presentation in authentic and popular form, with extensive illustrations, of the broad pattern of Canadian life and its industrial, physical, and cultural foundations.

The articles in this Journal are indexed in the *International Index to Periodicals* and in the *Canadian Index*.

The British standard of spelling is adopted substantially as used by the Government of Canada and taught in most Canadian schools, the precise authority being the Concise Oxford Dictionary, fourth edition, 1951.

Address all communications regarding change of address, non-delivery of Journal, etc., to the publication office, 1000 St. Antoine St., Montreal 3, Canada, giving old and new address. On all memberships, the expiry date will be printed on wrapper. This will constitute a receipt for subscription.

Membership dues of The Royal Canadian Geographical Society, which include postpaid delivery of the Journal, are \$5.00 per year in any country, payable at par in Ottawa. All remittances should be sent to Head Office.

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SPECIAL REPRESENTATIVES:

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GEORGE F. HENDERSON

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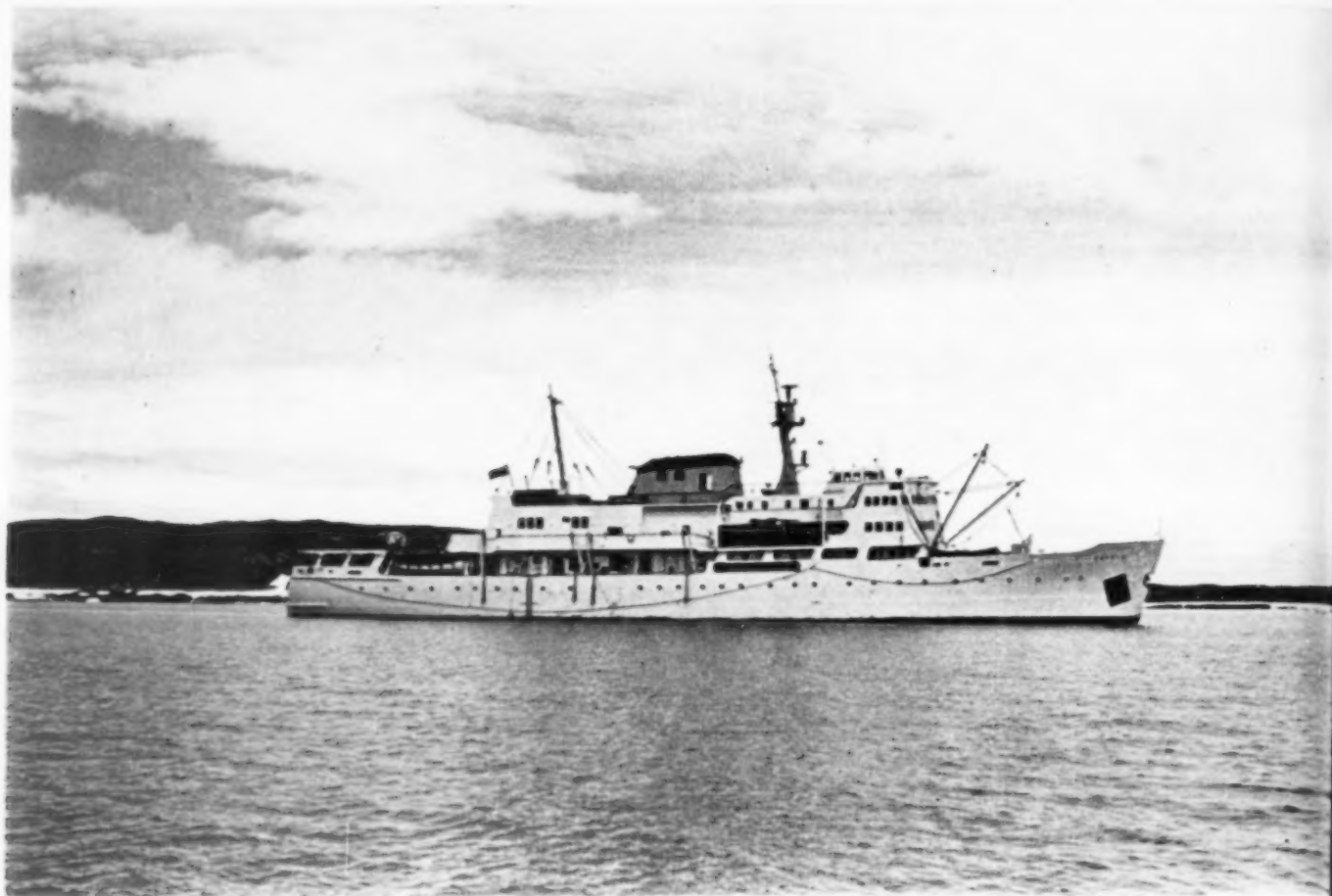
DECEMBER 1959 + VOLUME LIX + NUMBER 6

COVER SUBJECT:—*Mule deer are frequently seen near the resort areas of Jasper and Banff, in the Canadian Rockies. These two were caught by surprise by an alert photographer.*
Alberta Government

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PRINTED IN CANADA



Flagship of the Canadian Hydrographic Service, the C.G.S. Baffin waits below the islands in Frobisher Bay while her helicopters and launches reconnoitre a suitable site to establish a shore base.

Kodachromes by the author.

One of the barges unloads Decca electronic positioning equipment for the "Green" slave station; this was set up on a remote island between Loks Land and Brevoort Harbour.



Canada's Northern Queen

by JOHN P. OUGH

Photographs by the author

THE CANADIAN Government survey ship *Baffin*, the finest of her kind in the world, edged slowly in towards the barren, unknown Arctic coast. With both engine-room telegraphs set at "Slow ahead", the ship's officers working on a scanty chart consisting mostly of blank white space, tested their skill in navigation, trying to make sense of the rugged, inaccurately shown shoreline of Baffin Island.

Three hundred yards ahead, acting as a seeing-eye dog for the ship, one of her sounding launches slid over the heaving swells. In this launch, the echo sounder, clacking out a continuous graph of the ocean floor, was kept under close scrutiny by the boat's hydrographer. Radio "mike" in hand, he constantly called back to the ship the depth shown on his graph, ready to give warning of foul ground or jagged reef to the stately survey vessel that followed close behind.

On the *Baffin*'s bridge, binoculars, sweeping the water ahead, searched for the white breakers meaning deadly rocks that must be given a wide berth.

Through the loud-speaker came the voice from the launch ahead. "Forty fathoms, forty-two, forty-three, forty-two."

Plenty of water just now. The captain and hydrographer in charge relaxed a little, bent over the meagre chart to confer about the intended work.

"Thirty-five fathoms, thirty, twenty-eight", came from ahead. "Twenty-six, twenty-three." The captain straightened up — two paces and his hands were on the telegraphs. "Twenty fathoms, eighteen . . ." The next words from the launch were lost in the urgent rasp of the electric engine-room telegraphs, as the captain moved the levers to "Stop".

All was quiet now as the ship glided over the water with slackening speed, engines stopped. "Fifteen fathoms, twelve fathoms, ten, eight, repeat eight fathoms . . ."

Despite the unhurried, monotonous chant, the voice from the radio revealed the tension

suddenly built up on the bridge. For a ship this size, with a depth in the water of sixteen feet, eight fathoms of water leaves no choice.

As the captain's hands tensed on the telegraph to give the signal for engines astern that would bring the slowly moving *Baffin* to a complete halt, a welcome voice came back: "ten fathoms, twelve, eighteen fathoms, twenty-two, twenty-six."

Once more the bridge staff relaxed. Another danger was past and, though maybe only one of a dozen still to come that day, perhaps there was time before the next for a cup of hot coffee.

Flagship of the Canadian Hydrographic Service, that part of the Department of Mines and Technical Surveys responsible for charting Canada's coasts and lakes from the United States boundary to the distant Arctic, the *C. G. S. Baffin* was built expressly for the purpose in 1957. She is fitted with the latest electronic equipment to assist in the accurate undertaking of hydrographic surveys for months at a time in the frozen and desolate north. Equipped with helicopters, sounding launches, doctor and hospital, photographic laboratory and even a movie room, she can batter her way through thick ice that would hold fast one of the older survey ships. Yet she still can keep her crew trim and fresh the whole season through.

In 1958, this ship, after establishing a shore party that sounded a much-needed channel through the islands in Frobisher Bay, so that supply ships can safely reach the growing community at Frobisher itself, sailed round north of Loks Land and then, after building bases for electronic stations on shore, charted over 1,500 square miles of hitherto unknown coast and ocean. Interrupted by calls for assistance from other Arctic ships and acting as supply and mother ship for the three shore stations on the desolate coast, she measured 200 miles of shoreline which before had been shown far out of position on all official charts.



On the Baffin's bridge Captain W. N. Kettle supervises navigation. Most of the crew are from the Maritime Provinces.



Hydrographers at work in the ship's drawing office, where accurate plotting is carried out.

The *Baffin's* master, Captain W. N. Kettle of Pictou, Nova Scotia, is a veteran officer from the Royal Canadian Navy. Since leaving his native Newfoundland he has been sailing Canada's hydrographic vessels along the Atlantic coast for ten years. Acting as the owners' representative, the officer in charge is D'Arcy H. Charles of Ottawa, also a veteran Royal Canadian Navy wartime officer with over a decade of northern survey experience to guide the twelve hydrographers and technicians who assist him. The rest of the ship's company, as might be expected, hail mostly from the Maritime Provinces, especially Nova Scotia.

Though the ship is busily engaged in survey operations on the Atlantic seaboard from April on, preparations for the Arctic voyage are completed by June. Then the ship repairs to her home port of Halifax and takes aboard the multitude of stores that will last her throughout the long months — to the latter part of October, when she again returns to her home base.

Leaving Halifax, the *Baffin* takes a short-cut through the Canso Causeway and heads for Pictou to load survey equipment and prefabricated huts for setting up shore bases. On the way round the Nova Scotia coast all six survey launches are put over the side and they run behind the ship at full speed on a maximum power endurance test. These boats must be in top form for the north, for some days they will be operating thirty or more miles away from the mother ship. Now as they string out in line astern, the best of them can be seen taking the lead.

Fifty miles from the entrance to Pictou Harbour, a tiny dot in the sky materializes into "Sugar", the ship's other helicopter, just flown in from Ottawa. With "Romeo" already in the hangar, the flight deck is clear and "Sugar" comes in to land.

A few days later, during the first weekend in July, while families in settled parts across Canada are loading their cars to set off for picnics at the beach, the *Baffin* sets sail north-

Survey launches are slipped over the side and run astern of the Baffin on a maximum power endurance test.



wards, the expected length of voyage being nearly four months.

With the Strait of Belle Isle astern, the *Baffin* heaves to every four hours for about twenty minutes for oceanographic work. At the end of a long steel cable a bathythermograph is lowered deep into the cold water. Inside this instrument, on a small, smoked glass plate, a fine needle inscribes a graph of the water temperature from the surface down. At regular intervals on the cable, mechanical water-bottles snap shut at different levels taking samples of sea-water that will be analysed later.

Despite this work, five days' sailing bring us to Frobisher Bay, where we begin photographic operations of the shoreline as we pass along. Here we select a site for the shore party that will survey the channels leading up to the base at Frobisher.

For three days and three nights our two landing craft and the launches battle with ice and tide to land the tons of gear that will keep and house the party of twenty men for the next three months. Boxes of food, drums of fuel, hut sections and equipment are heaved up the rocky shore and dumped in piles.

Besieged by clouds of mosquitoes, men rush to assemble the huts, build storage sheds and erect diesel shacks. Then after a last meal on board for the shore party, the ship blasts farewell to the three survey launches staying behind and moves off down the bay and up around the Baffin Island coast.

Now we are operating in virtually unknown waters. The sketchy chart shows only coastline based on aerial photographs; the ocean part is left mostly blank.

With a launch or two probing ahead of the ship, we feel our way past rocks and islands and, with the help of the helicopters, look for suitable sites on which to build our two "Decca Navigator" stations. A difficult task this, on such a formidable coast, but at last, though hampered by the daily fog, we once more go through the hectic moments of a full-scale

A seaman lowers the bottom sampler from the Baffin's stern. Later the instrument will be taken up and its contents examined aboard ship.



At the end of the day the survey launches wait their turn to be hoisted aboard.



Sounding by two range Decca, the Baffin's position is accurately recorded on the track plotter, here being operated by one of the hydrographers.





Erected by the helicopter party, this triangulation station was set up on the highest point of Loks Land. The whole area consists of large boulders despite its elevation above sea level.

landing operation. And a week later "Green" slave station is in working order, its diesel generator thumping away to produce the power for the electronic signal pulsating from the 100-foot mast.

Now for a place to put "Purple" slave. About sixty miles away from "Green", we lie off a foaming shore, rolling heavily in the ground swell. Riskily, the helicopters take off from the heaving flight deck and search the coast for a flat area near the shore. Through the fog and pounding over the steep seas, the first barge loads follow one of the launches through the narrow entrance of a small bay. Guided by directions over the radio from the ship, where we are being tracked on the radar screen, we find the rocky beach. Scrambling ashore in the pouring rain, we hastily unload the barges.

A few hours later, and after two more barge loads, through the launch radio comes the captain's voice: "Return to ship; wind and sea increasing; we must make for open water."

The men clamber into the boats, except for six who will stay to look after the gear strewn around the beach, much of it valuable electronic equipment.

As the barges disappear after the launch and are lost to sight in the fog and rain, the six men remaining gaze at the heavy diesel engine a few feet from the breaking waves. A couple of hundred feet away stands one uncompleted hut — no roof and one side still to go on. Boxes and crates litter the area and must be carried up the hill to the site. But first we must finish erecting the hut, then get the generator going to operate the stove, and dry our clothes.

Hours later with the hut assembled, though not sealed, we find our power lines too short to reach the generator where it was dumped on the beach. By heaving with rollers and timbers, we manage to move the diesel the few feet required to make contact. An hour of cranking the heavy flywheel and at last the welcome belch of fumes comes exploding from the exhaust. Who cares there's no silencer fitted yet. It's the most welcome sound since breakfast, so long ago. Soon the stove is red hot and a hodge-podge from various cans, all in one pot, is bubbling on top. The door of the hut is shut, sleeping bags are laid out, and through the black stormy night we get the ship on the radio.

Huddled round the stove with a hot drink,

we hear the officer on watch. "Hello, boys. We're about sixty miles from you now, steaming slow into it. We're rolling over thirty degrees each way but doing nicely. About four in the morning we will be turning round to see if the wind eases with daylight. How are you doing?"

We assure the third mate over our own transmitter that all is well and wish them a good-night. After that conversation we feel we are not so badly off.

Next day, though the cold rain continues and the wind is still too high to allow the ship to approach the coast, we set the other hut up and store the remaining equipment. We talk to the ship and also to the "Green" slave sixty miles across the bay.

A shore party assembles the pre-fabricated huts which housed the two technicians and the electronic equipment of the "Green" slave station.





Inspecting a sample of the sea bed brought up by the bottom sampler.



While sounding, surveyors fix their launch by sextant angles between triangulation marks on shore which will accurately position the depths being recorded by the boat's echo-sounder.



All being well, the *Baffin* bids us farewell for a few days as she has a sick man to take to Frobisher Base.

During the week she is gone we raise the mast, weather-proof the huts, build walks and do local survey work. Foxes appear around the camp and walrus are seen along the shore.

Climbing up the towering cliffs of rock and into the back country, now that the rain has stopped, we can walk along lake edges maybe never before trodden by man as here there is not even a trace of the usual Eskimo cairns.

At week's end when the ship returns, a working party lands the remainder of the gear and in a few hours the station is in operation.

With fog less frequent and better weather in general, we can now build triangulation and traverse stations and measure the angles and distances with theodolite and the new electronic measuring device, the "Tellurometer".

With geodetic positions calculated for the slave stations we commence sounding the whole area, steaming back and forth day and night on parallel lines spaced over an area of 1,500 square miles. By the time we finish, the *Baffin* has piled up 5,000 miles of sounding lines that will enable a chart to be made of this up-to-now-unknown portion of Canada's Arctic coast, which will clearly show the safe, deep water needed by large ships and the reefs and dangers that must be avoided.

The end of September brings the first winter storms, and into October the weather gets steadily worse. With relief, the three shore bases are recovered and their personnel welcomed back aboard the *Baffin*.

Before we leave the north, we spend two more weeks in reconnaissance surveys and making observations to aid next year's mapping programme. Then, looking forward to the sights and sounds of civilization, we roll away down the Labrador Coast, through the Strait of Belle Isle and back to the welcome lights of Halifax and Ottawa — another hydrographic survey season over and more charts for Canada.

One of the hydrographers attaches a water-bottle to the bathythermograph wire.



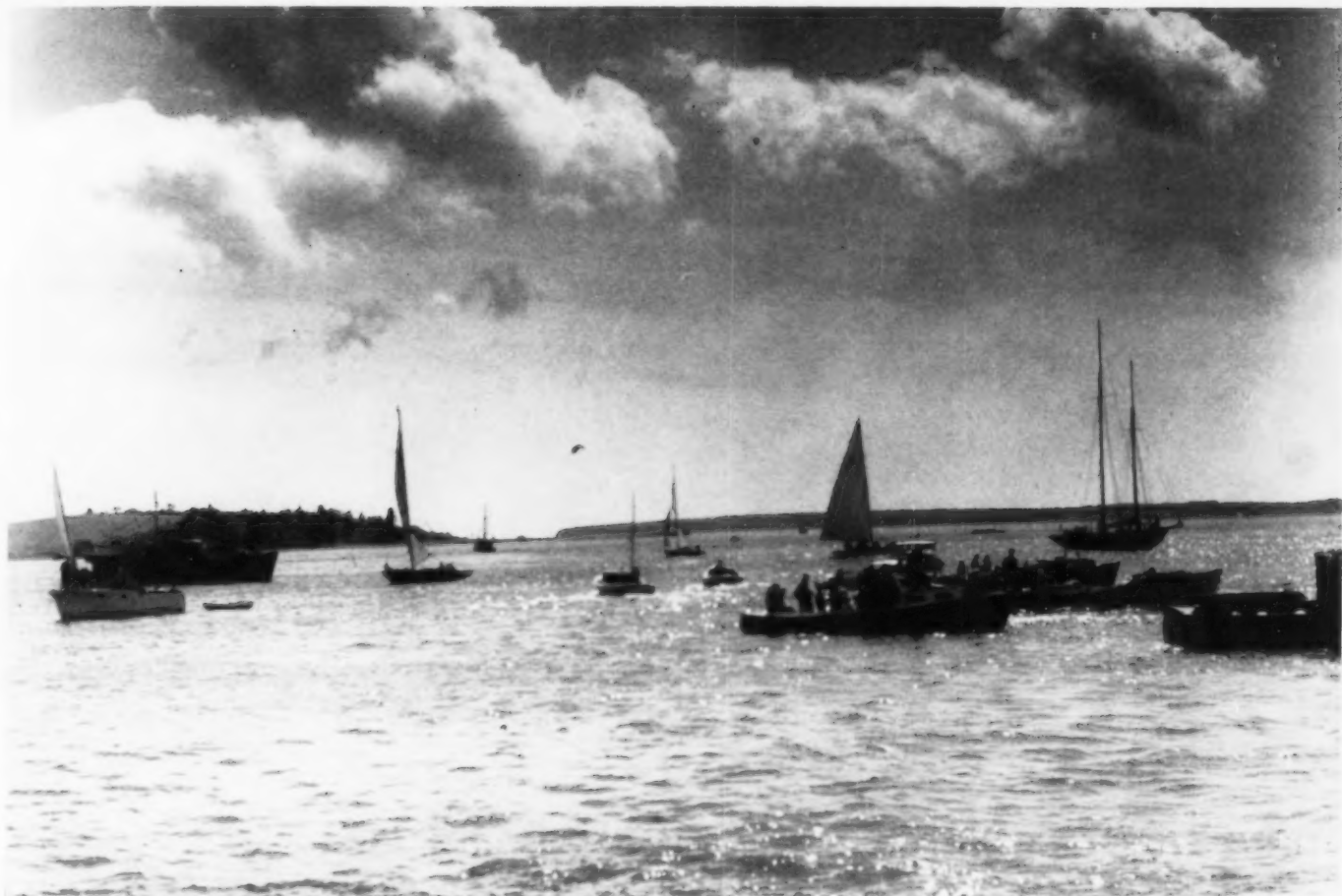
The Baffin in the ice-fields of Frobisher Bay. In October the shore bases are recovered and the ship heads south on the homeward journey to Halifax.



The water-front and harbour of Lunenburg, N.S., is the scene of tremendous activity during exhibition week when the town prepares for its popular water sports day.

The water-front in festive mood. "Schooners, draggers, trawlers and longliners tied up at the water-front for the week are gay with strings of flags from bow to masthead and down to stern."





A beehive of activity, the harbour is filled with sail-boats and craft of all types and sizes on water sports day, the day of days for the fun-loving fishermen.

Lunenburg Fisheries Festival

by MARION G. ROGERS

Photographs by the author, except where credited

LUNENBURG, on Nova Scotia's storied South Shore, is unique in Canada at least, for one thing: a fisheries exhibition. While other parts of the country celebrate the harvest time with agricultural fall fairs and city exhibitions, this town on Canada's east coast celebrates its own harvest time — the harvest of the sea.

The exhibition, held annually in September, is officially known as "The Nova Scotia Fisheries Exhibition and Fishermen's Reunion", and as might be expected is often just called the Fisheries Ex. The title goes back to 1916 when the annual Fishermen's Reunion — a one-day picnic and sports event — was started.

Crews of fishing vessels and boats were, and still are, the "front-line" men of the fishing industry. Seldom is there a year without casualties among them. In addition to the

hazards of fog and storms, the Grand Banks fleet during both world wars was exposed to enemy submarines and many other unnatural dangers.

But this was the time of the First World War, and the shelling and torpedoing of fishing vessels was a new hazard.

The citizens of Lunenburg, led by Mayor William Duff (later Senator), and the town council organized a "Welcome Home" for the deep sea fishermen. It was held on the twenty-first day of September 1916 and was to become the first of the annual Fishermen's Reunions. For nine years it was repeated but in the season following, the appalling number of one hundred and forty-three men were lost at sea from the Lunenburg fleet. There were too many broken hearts and homes for public celebrations and so



Last-minute chores still to be done. This man is heading toward the entrance to the exhibition grounds on the morning of opening day. The exhibition is open to the public at one p.m.

it was that the Public Memorial Service, now a part of the Exhibition, was held for the first time. It also has become an annual event and is held on the Sunday afternoon ending the week of Exhibition celebrations.

It was not until the summer of 1929 that Senator J. J. Kinley, then president of the Lunenburg Board of Trade and later a Member of Parliament in the federal House of Commons, conceived the idea of combining a fisheries exhibition with the Fishermen's Reunion and of extending the one day's activities into a week-long festival. The townspeople were delighted with the idea.

An association was organized and later incorporated. A subsidy from the federal Department of Fisheries was obtained and the Lunenburg Exhibition was on its way. Over the years the federal Department of Fisheries has always taken a keen interest in this exhibition and has been closely identified with it.

That first week-long fair was nearly drowned in rain, with only one fine day. But it was something new and it was a success.

War once more interrupted the "Lunenburg Ex.", and festivities were temporarily suspended from 1939 to 1947.

When the Exhibition Association was organized and incorporated, part of the Provincial Act read: "The objects of the Association shall be to promote, conduct, manage, encourage, or

advance any object or scheme calculated in any way to entertain, amuse or advance the interests of the persons engaged in the fishing industry and the fishing industry itself . . ."

The name Lunenburg will for the most part call to mind the great *Bluenose* fishing and racing schooner and the now almost extinct deep sea fishing fleet. Some eleven of the graceful schooners still survive, but new modes in fishing require different types of ships with shorter times at sea.

There was a time when the deep sea fleet sailing out of this historic port comprised more than one hundred vessels of approximately one hundred tons each. In 1912 one hundred and thirty-six vessels sailed for the Grand Banks, where some three thousand men were required to catch the fish. With such a background — and Lunenburg's close identity with the industry almost since the town's founding — what better place to hold a fisheries exhibition than in the home port of one of the world's most famous fishing fleets!

When exhibition week comes to Lunenburg, homes are opened to the town's visitors. In the exhibition office, Miss Ina Romkey seems to have the answers to most of the problems that crop up, for she has been in charge of the office for each Exhibition since 1938. One of her biggest problems is coping with people without accommodation reservations. Other than regu-

LUNENBURG FISHERIES FESTIVAL

lar tourist homes, hotels, or private homes filled with relatives and friends, some fifty townsfolk make their homes available. Arrangement for accommodation in town and in the near-by villages and summer colonies must be made long in advance of September, and the hard-working Exhibition Committee is often searching for quarters for last-minute arrivals who have not booked their reservations in advance.

The town itself is bedecked with flags and bunting; and schooners, druggers, trawlers and longliners tied up at the water-front for the week are gay with strings of flags from bow to masthead and down to stern. A few years ago when the old-time schooners filled the harbour with their festive dressing, it was a thrilling sight indeed, particularly when some of the men aboard scrambled up into the rigging for a better view of the harbour's activities.

The Exhibition of today follows, in many respects, that original "Welcome Home" day in September 1916. At eight o'clock that morning celebrations started with the ringing of church bells, whistles blowing at the factories and the firing of guns, while the people of the community gathered on Block House Hill — focal point of the picnic. The morning was given over to water sports, with fishermen's dory races, power boat and tub races, swimming and diving. After lunch a Grand Parade through town was followed by track and field sports. In the early evening the prizes were awarded and the day finished with band concerts, dancing and fireworks. That one packed day of fun has

now been spread over a week-long programme.

In recent years the "chimes, bells, whistles and gaiety" have changed in one respect: where the renewed 1947 programme opened at eight a.m. the celebrations now begin the same way, but at one o'clock in the afternoon.

From then on during the week, except Saturday, there is a daily baseball game at the grand stand. Saturday there is always a children's parade, a daily C.B.C. fishermen's broadcast, the usual fair mid-way attractions, band concerts, and free mid-way acts featuring a well-known artist. At 7.30 p.m. on the first day of the fair, the official opening of the Nova Scotia Fisheries Exhibition and Fishermen's Reunion takes place.

Once through the entrance gate the routine mid-way with its rides and games of chance has the new-comer wondering what is so different here. It is in fact the four large buildings that hold the surprises and perhaps the greatest interest of the show.

There is a fine new structure, The Fisheries Building, which doubles as a community building and stands as a monument to those who have lost their lives in the call of the fisheries. Aside from the large main display room with a stage at one end, there is a good sized dining-room equipped with a modern kitchen. To the left of the main door, and just inside, is the Memorial Chamber. Here the names of more than one hundred Lunenburg vessels lost at sea — some forty with all hands — and the names of the fishermen who perished in these disasters, are inscribed. A large mural of Christ in a sail-

Inside the new Fisheries Building. (Left) A federal Department of Fisheries exhibit. (Right) Counters displaying a variety of sea products available to the consumer.



boat calming stormy waters occupies the whole of one end wall. Small scenes depicting the various disasters at sea are shown on another wall and all names are carried on panelling throughout the remainder of the room.

The art work of the entire Memorial Room was done by Joseph Purcell, well-known Nova Scotia artist who is now a resident of Lunenburg, and his wife, Tela, also an artist, worked with him on the enormous lettering project.

In the large well-lighted main hall are exhibits of all kinds of fish for which first, second and third prizes are given for excellence in each of the commercial varieties as prepared for the market by Nova Scotia fishermen. Group headings include Frozen Fish, with eighteen varieties; Smoked Fish, with nine varieties; Pickled and *Kench* Fish; Pickled Fish (ten varieties); Dry Fish; Boneless and Fibred Fish in Packages. Miscellaneous includes Cod Oil, Medicinal; Cod Oil, Tanked; Fish Meal; Sea Curios; and Collections of Sea Curios.

In other buildings are other prize groups and here are found the fishermen's equipment, with prizes for windlasses, steering gears, fog horns, galley stoves and other gadgets that are a mystery to the average inlander. Thirty prizes are given for items used by individual fisher-

men, such as dories, trawl tubs, lobster traps, and prizes also for marine engines, hoists and other machinery applied to the fishing industry.

There is a group of prizes for the marine arts and crafts, which include a variety of model ships, marine paintings and other handicraft. The women are not overlooked either; for there is also a domestic and needlework department with its own prize list.

These exhibits, along with displays, are to be found in the Marine and Commercial Buildings and in the Allied Industries Building.

The latter building contains, in the first section, the exhibition offices. The main section holds exhibits, such as the exhibit of live sea life by the Department of Fisheries (one year it was lobsters); demonstrations, such as net knitting by veteran fishermen; and a theatre where the Department of Trade and Industry provides a free, continuous showing of films each day — a perfect spot to rest one's weary feet and find entertainment and often education as well. It is from here, during this week, that the daily C.B.C. fishermen's broadcast originates. At the far end of this building, with a separate entrance, is a dining-room where only fish meals are served. Here at any time of the day or evening may be had a bowl of good hot fish chowder made by those who really know how.

A departmental display loaned by the Federal Government, which has always taken a keen interest in the Nova Scotia Fisheries Exhibition.

Newton





A Department of Fisheries display of edible fish. The samples are deep frozen, kept on ice, and changed daily.

A corner of the Allied Industries Building. At left, a dory replete with fishermen's equipment.



The Exhibition is not just a local fair, but is an event that is known across the country. Indeed, in other countries as well, for exhibitors from England and the United States, as well as the Canadian firms, have booths displaying their wares for the fishermen and the fishing industry.

The Lunenburg Ex., like almost everything else these days, has its beauty queen. Begun in 1947, the Queen of the Sea contest attracts a great deal of interest. The selection of princesses takes place, immediately following the official opening, on a stage erected along a side wall of the Marine Building. In here booths displaying cordage, made-up nets in a variety of types and weights, steam-tarred trawl-lines, portable electric plants, fish washing tanks, fillet skinning machines, engines, marine radar and telephone, take up the wall space around the rest of the building. On the floor at each end is a large square display section, occupied by a local manufacturer of engines and ships' fittings and by a fish company that keeps frozen specimens of sea life as well as fish on crushed ice on display and changed daily. These specimens may be anything from the tiniest of sea creatures to a sea turtle, tuna or many of the most unbelievable objects of undersea life.

This then is the setting where the princesses are chosen and the Queen of the Sea contest takes place. Later in the week, when the queen has finally been chosen, the crowning — weather permitting — is held outside with much pomp and ceremony.

Water sports day and the afternoon following when the international dory race is rowed off are the high points for daytime interest. These exciting activities come after the Grand Parade is over.

The programme is arranged on a plan of gathering interest — like a snowball on the downgrade. All Tuesday is a build-up to the Grand Parade at two p.m. Wednesday. Included are all the ingredients that make up any successful parade: usually from six to eight bands, about forty industrial and commercial floats, costumed marchers by the hundred, and hundreds of children in floats and on foot. Some of the tiny tots of primary grades are transport-

ed by a team of beautifully turned out oxen; others may ride in a "wind-jammer" on wheels, or some such float. One year an entry from an R.C.A.F. station carried "Glooscap" and his three animal friends; at the back a large panel told The Glooscap Legend to uninformed strangers.

Lunenburg is a hilly town and the parade winds its way up and down over a route more than a mile long; an estimated 12,000 persons line the streets annually to watch it pass by.

Next morning most trails lead to the waterfront, and early the harbour becomes packed with people. This is water sports day — the day of days for the fun-loving fishermen. The harbour — a large one — is alive with craft of all sizes and kinds, like small boys getting in everyone's way and driving the officials to mutterings, ravings and threats. "Mounties" of the Marine Division are there too, with R.C.M.P.S. *Wood* tied up at one of the piers and their motor launch doing its best to keep the course cleared. All the flutter and fuss only adds to the excitement.

There are contests and boat races — outboard, sailing, junior and senior dory races — even swimming in the icy and oily water. "The Double Dory Race, open to all Canadian Fishermen" is always the main event, for the winner will compete in the international dory race between the United States and Canada on the following day.

Fishermen of both Lunenburg and Gloucester, Massachusetts, cannot resist the lure of competition on the sea; with memories of the great races under sail, they made and discarded various plans. Finally out of it all was born the International Double Dory Race, the first of which was held in Gloucester. It calls for the task of rowing a mile in any kind of water or weather in a double (two man) dory twice a year, meeting in June in Gloucester and in September at Lunenburg, during the Fisheries Exhibition week.

In June 1958, for the first time since the races began in 1950, the United States team won, only to lose again to Nova Scotia at the fall meet. The Gloucester team won again in home waters in June of 1959 when international

Right:—In the Allied Industries Building, two pools of running salt water house a display of live lobster. In this lower pool a large lobster can be seen just below the slip. The pools are edged with natural rock, shore stones, seaweed and sea-grass.





On a simulated pier veteran fishermen demonstrate net knitting. Two young visitors to the exhibition watch a coloured glass float being encased in net. An unfinished lobster trap rests on a table waiting to have the necessary net "knitted" for ends and entrance.

junior dory races were also rowed. But at the fall meet at Lunenburg both junior and senior trophies came back to Canada.

Later that same afternoon a fish filleting competition is staged in front of the grand stand with as many as nine contestants entering one year. The winner receives a silver rose bowl. Each man starts with the same poundage of fish. He must complete the whole filleting operation on all of his quota, with uniform and clean fillets chalking up marks in his favour. Judging is based upon speed, yield and workmanship. The winner of the 1959 contest filleted one hundred pounds of cod in six minutes, thirty-six seconds for a yield of forty-seven and one-half pounds and earned 204.8 points.

While the modes of fishing change with the years Lunenburg continues to be thought of as the capital of the fishing industry in Canada. Her hospitable people are more than eager to show the traveller and visitor who will take time to see and hear, all the wealth of history, beauty and legend they are so rightfully proud of.

Finally on Sunday afternoon, the festivities over, the Fishermen's Memorial Service is held. One year it was a thanksgiving service, for there had been no loss of life at sea during the previous twelve months.

At 3.30 p.m. choirs and clergy from each of the town's churches assemble, with the town band and the band from the Navy vessel in harbour providing music for the service. Townsfolk and visitors occupy benches, parked cars or sit or stand about on the grass in the warmth of a sunny afternoon while the service is conducted for those, sailing from Lunenburg, who have found their rest in deep waters.

As this part of the service ends the bands, choirs, members of bereaved families and any others who will, march down the hill through the town to the water-front where on Zwicker's Wharf an altar is set up near the water's edge.

After a short committal service a member of each mourning family brings his wreath or other floral offering, laying it on the altar. The service over, the flowers remain until the first ship out of the harbour — usually the next morning — takes them out to sea where they are cast on to the water.

A new week and a new year has begun for the fisherfolk and the townsfolk of Lunenburg. A year that, whatever else it holds, will most surely hold a deal of dreaming, planning and working for another Nova Scotia Fisheries Exhibition and Fishermen's Reunion.



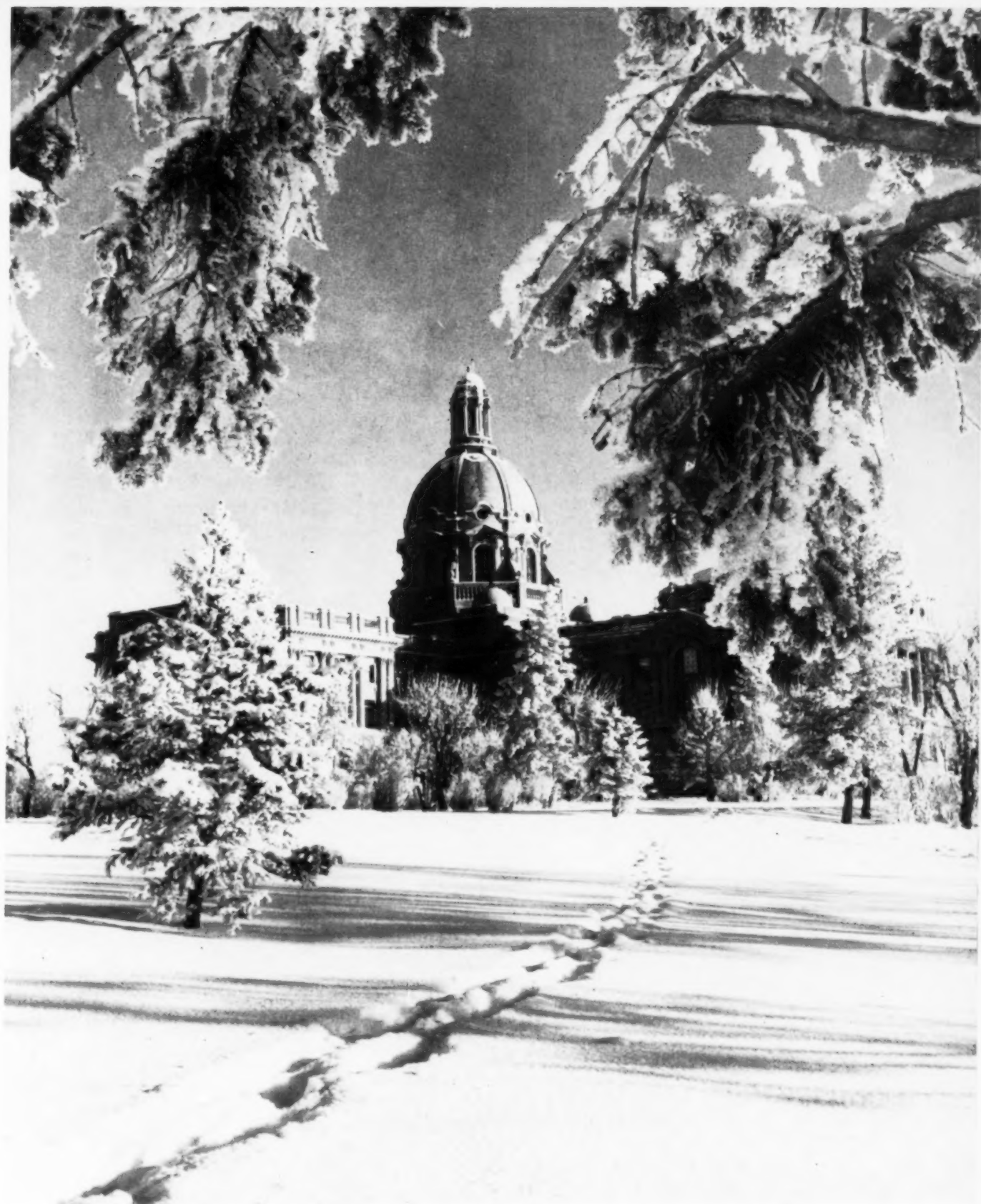
*Above:—
Contestants in the fish-
filleting competition re-
ceive a specified pound-
age of fish. The fish is
kept on crushed ice
(right) and judging is
based upon speed, yield,
and workmanship. At
left, a tray of completed
fillets.*

*Right:—
Ready to start, con-
testants in the junior
double dory race line up
in their dories along-
side the starting mark-
er. The winners of this
event will row in the
international junior
races to be held the
next day. J. Keith Young*





Pictures of the Provinces—XXII



Winter-time in Alberta—Contrasting Scenes in the Capital City

(Left)—Children at play on the slopes of Parliament Hill, Edmonton. (Above)—The stately Legislative Building.

Alberta Government



*Foreword by His Excellency
Mahmoud Esfandiary, Minister for Iran.*

It is with great pleasure that I study these brief notes on my country prepared by The Royal Canadian Geographical Society. I am sure that this article will contribute both by word and picture to this Society's praiseworthy ambition "to make itself a real force in advancing geographical knowledge", thus bringing about a better understanding of my country through wider knowledge on which to base a progressive friendship between Canada and Iran.

M. ESFANDIARY

* * *

ALTHOUGH THE LAND occupying the Iranian plateau between the Caspian Sea and the Persian Gulf has been known to the world as Persia for nearly three millenniums, it was only in 1935 that the country reverted to its ancient and more correct name, Iran, derived from *Arya* (all the nobles), a name which was given to the Indo-Iranian tribes settled on the plateau including the Persians, the Medes, the Parthians, etc. But as the Greeks came into contact with the Iranians at a time when the Persian tribes living in the southern part of the country had already formed the Achaemenian Empire (529 B.C.) they extended

The highly decorative quality of Persian art is apparent in this dome of a sacred tomb at Isfahan. Blue glazed tiles are used in the ornamentation.

Iran

by SYLVIA SEELEY

Photographs courtesy of the Legation of Iran

the name of the Persian tribes to the entire plateau.

It is not therefore strange that the name Persia is more familiar to us, evoking an aura of very ancient culture and Biblical history, though the land which it designates is very little known to us and is too often vaguely confused with a host of borderland neighbours. Yet even here in Ottawa, right in the midst of Canada's capital, there is a tiny patch of Iranian territory — the Legation of Iran, presided over by the accredited minister of His Imperial Majesty Mohammed Reza Shah Pahlavi, Shahanshah of Iran, who is sent here to represent his country to the Government of Canada.

Iran today is one of the most progressive countries of South-West Asia and occupies an area of 636,293 square miles. To the north lie the Caspian Sea and a frontier of over a thousand miles with the Soviet Union. To the west the border-line marches with Turkey and Iraq as far as the waters of the Persian Gulf on the south. On the east lie Pakistan and Afghanistan. By far the greater proportion of the land is uncultivable, being mountain or desert, yet of the twenty million inhabitants about seventy-five per cent live in rural areas and are dependent on agriculture for their living. The Iranian plateau varies from 3,000 to 5,000 feet above sea level; half of it is mountainous, a

quarter of it is desert, leaving only one quarter fertile land.

Perhaps the most outstanding feature about Iran both now and throughout all the stormy centuries of her history is the enduring quality of her civilization. The barbaric invasions which encroached on the country from time to time never seemed to have interfered with the native tendency to produce artefacts or buildings of superb beauty in form and colour. Archaeologists have revealed to us treasures of exquisite delicacy created during the most adverse periods of history, and even the destructive fury of the Mongol invasion of the thirteenth century could not kill the ever-flourishing spirit of Persian art which found its expression in buildings, ceramics, carpet weaving and poetry, and which provides enduring testimony to its incredible vitality in the face of repeated destruction. After each of the numerous invasions the native skills budded afresh, and culturally, the conquerors were conquered.

Most of us have lingering memories of our school studies that included such resounding names as Cyrus, founder of the Persian Empire; Darius the Great who commemorated his accession to the throne by relief carvings on the cliffs at Behistun, still unsurpassed for their magnificence. His inscription stands as an inspiration in this day of troubled policies, and the meaning runs thus: "DARIUS . . . I am king of kings. I love justice, I hate iniquity; it

is not my pleasure that the lower suffer because of the higher. Thus speaks Darius, the great Persian king." This rock-graven portrait and this message have proudly faced the world since 521 years before the Christian era. Nor was this idle boasting. In his far-sighted wisdom, Darius was the first to build great roads stretching right across the country, the first to organize taxation and governmental administration, including a postal service which drew exclamations of wonder from the great Greek historian, Herodotus, in the fifth century before Christ, and today the Post Office of New York could find no better motto than his ancient comment which is now carved over the main postal building:

"Neither snow nor rain, nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds."

And this great objective was achieved with the aid of nothing mightier than the speediest of horses and men.

We have no space here to linger over the stormy vicissitudes of Persia's ancient, honourable and romantic history. The superb gift of Persian culture has undergone a brilliant adaptation to the needs of commerce as demonstrated in the development of the country's oil resources. Zoroaster, the great Persian prophet who lived some centuries before Christ, taught that fire was a sacred element and the symbol of all that was good. It is thought that one of his fire temples whose altar flames were kept

History carved in rock at Naqsh-e Rostam, near Persepolis, in southern Iran. This rock relief under the tombs of the Achaemenian Kings, depicts the triumph of Shapur I over the Roman Emperor Valerian in the third century A.D.



alive by natural gas, occupies the very site where oil was first found twenty-six centuries later. It was in 1901 that an Australian, William Knox D'Arcy, first obtained a sixty-year concession from the Persian Government to prospect for oil. After many troubles and setbacks D'Arcy at length struck a rich flow at Masjid-i-Sulaiman north of Abadan, at a depth of 1,180 feet. That was in 1908, and for the next forty-three years the British successfully developed the oil fields, until in 1951 the Iranian Parliament nationalized the petroleum industry. This curtailed the production somewhat until 1954 when the Iranian Government made an agreement with a consortium of British, French, Dutch and American oil companies for twenty-five years with the necessary rights and powers for exploration and production in specified areas and for operation of the refinery at Abadan. The function of the operating countries is only to produce and to refine oil for which they receive a fee per cubic metre, plus operating costs, but they do not buy or sell oil. They work in closest co-operation with the National Iranian Oil Company for the benefit of the oil industry as a whole.

The general attitude toward this and other industries, and the immensely progressive spirit which today pervades all activities in Iran, is largely due to the leadership of the Shah him-

self who, since his accession to the throne in the ominous days of September 1941, has proved himself to be the very man his country needs. His words addressed to the National Press Club at Washington in 1954 reveal an exceptional perspicacity:

"We are trying to telescope centuries into decades and trying to catch up with the Western industrial and technological revolution . . . The mass of Iranians are resolved to put their house in order but they need political stability and a helping hand."

And the following year at Columbia University the Shah said:

"We must be strong enough internally and externally so that the temptation of subversion from within, supported from without, can be obliterated. This can only be achieved by raising the general standard of living and allaying the innumerable anxieties of the masses. I am convinced that the economic help given by the Western world to peace-loving nations will be dedicated to the defence of the world's peace . . . We Iranians have a sense of time and of the long continuity of tradition and the impulses which can only come from a turbulent and proud history. The dominant theme of our policy is the whole-hearted support of our people in the purposes and principles of the United Nations."



Memorial to the celebrated philosopher Avicenna (979-1037) at Hamadan in north-west Iran.

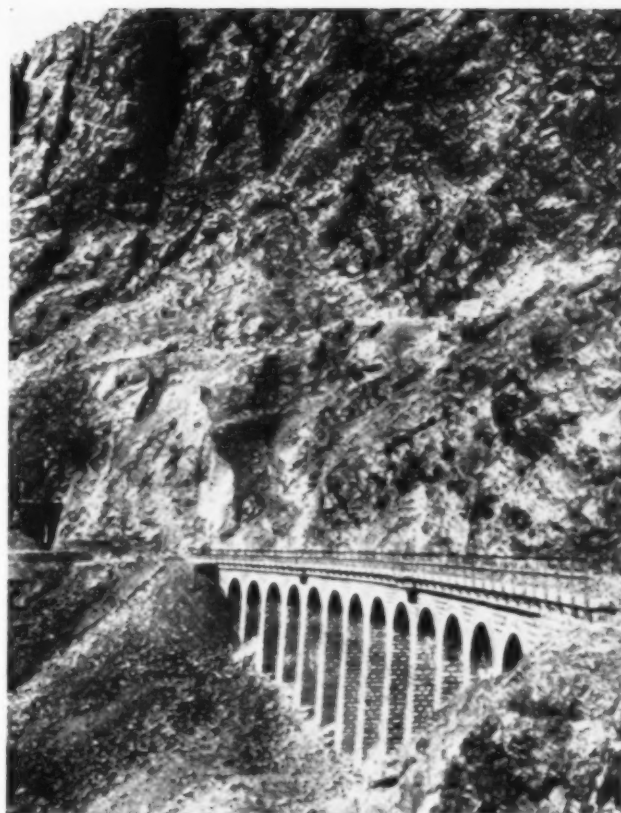
This view of the Trans-Iranian Railway through rugged mountainous terrain gives some idea of the difficulties which engineers had to overcome in the construction of the line.

And in an address to the Near East Foundation in New York, he said:

"We are trying to equate the timeless theme of Persian culture with the demands of modernization and the impact of the West. It therefore devolves upon the Western powers to help us steadily and effectively."

It was at a precarious moment in the world's history that this far-sighted young ruler assumed sovereign responsibility at the age of twenty-two. In the first months of his reign he concluded a friendly alliance with Great Britain and also with the Soviet Union. The British Foreign Secretary expressed the gratitude of the allies when Iran gave safe passage through her territory to five million tons of vital supplies sent by the Western powers to the Soviet Union between September 1941 and April 1945. This concession earned for Iran the friendly title of "The Bridge of Victory".

With the return of peace the Shah devoted himself to the improvement of his country's natural resources. Scientific methods were introduced into mining, the fisheries, and especially agriculture. Plans were made for irrigation by utilization of the heavy snowfall in the mountainous regions, to the immense benefit of the staple crops, wheat and barley, while crops such as rice, cotton, tobacco and sugar beet are



showing appreciable increase. An ancient saying of the Persians was, "He who guides the plough does a pious deed". Today that piety takes the form of improvement in seed and livestock, and credit facilities to farmers who form so large a percentage of the population.

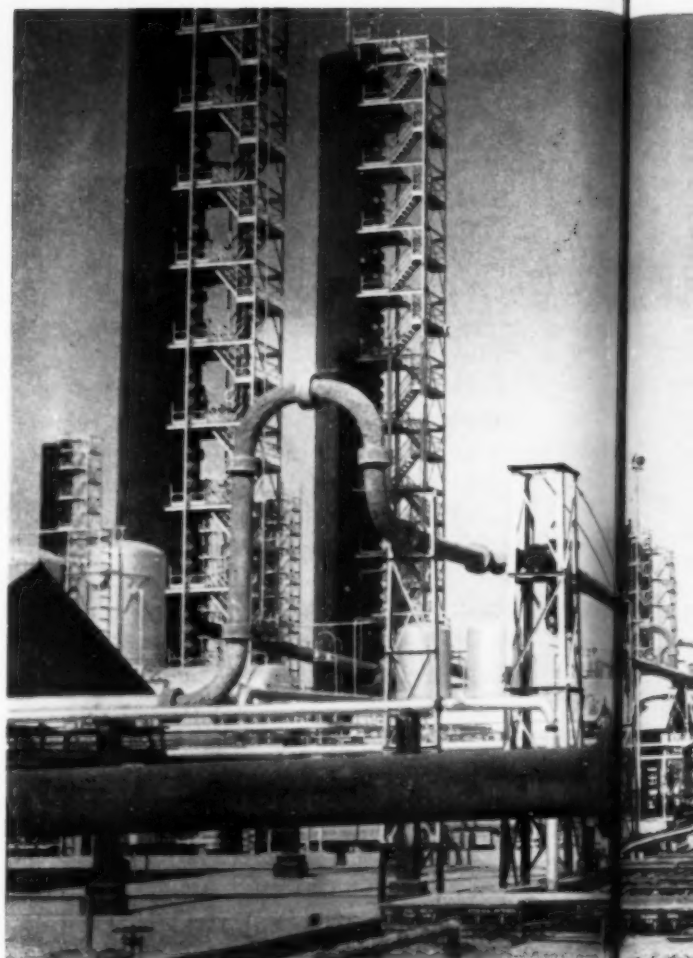


Iran has been famous for its roads over desolate country ever since the days of Darius. This is the Hamadan-Kermanshah high road.

It has often been remarked that courteous manners are natural to those whose hands are always fashioning things of beauty. This is notably true of the Iranian craftsman whose work, be it pottery, carving, or carpets, is as outstandingly beautiful today as it was in past centuries. No mosque in the world can surpass the Shah Mosque at Isfahan with its dome that suggests a celestial dream rather than reality. This tribute to the Moslem religion dates from about 1611, the year that the Christian religion put forth the Authorized Version of the Bible. Today, nearly every beautiful relic of the past can be matched by some lovely achievement of the present.

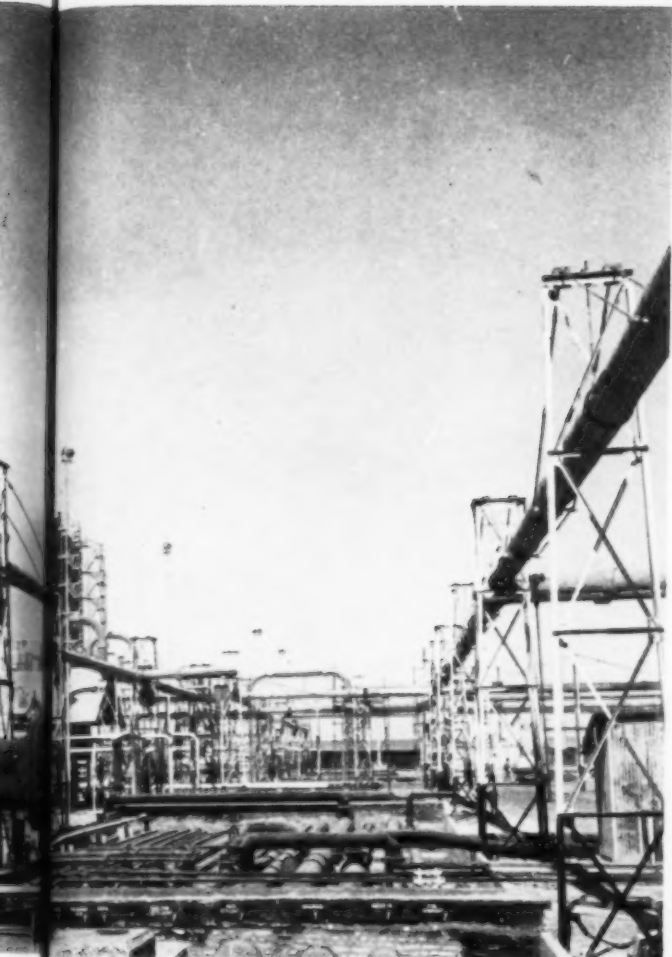
In industry we find the same parallel. The skill that constructed those great highways across the Persian Empire over two thousand years ago, today finds its counterpart in the building of the Trans-Iranian Railway* over some of the most difficult terrain that engineers have ever had to face. The blasting operations were comparable to those of putting the Canadian Pacific Railway through the Rocky Mountains. This work had often to be carried out in temperatures rising to 130°F. in the shade, and

*See Canadian Geographical Journal, September 1942, page 146.



of the forty to fifty thousand Iranian workmen employed, hardly one of them had ever heard of, much less seen, a railway before in his life. This ambitious scheme was originally planned by the late Reza Shah, father of His present Majesty, in order to connect Bandar Shah on the Caspian Sea with Bandar Shahpur on the Persian Gulf, 900 miles to the south. The route offered every possible obstacle, necessitating 224 tunnels, 4,102 bridges and many viaducts. Iran may well be proud of this remarkable feat which was accomplished entirely from domestic resources without the aid of foreign loans. The railway passes through Tehran, the capital city, whence branch lines are being rapidly developed in many directions to meet the ever increasing needs of trade and travel. Road service and air service are also undergoing rapid expansion. Today Iran makes a rich contribution to the world both in industry and in art. The value of her oil production in the world of trade and the priceless beauty of her hand-woven carpets bear vital evidence to the varied gifts of the land and people of Iran.

His Imperial Majesty the Shahanshah at the Karaj Dam site. The project will supply Tehran city and basin with ample water and electric power.



The Abadan Refinery on the Shatt-al-Arab near the Persian Gulf is one of the largest in the world.

(Left) A view of the superfractionator area.

(Below) Tanker berthed alongside the oil loading jetties.





Strategically located at the junction of two great rivers, the St. Lawrence (foreground) and the Saguenay (background), Trois-Rivières boasts a fine deep-water harbour and is one of the half-dozen largest cities in the province. The Island of la Madeleine can be seen in this view on the far side of the Saguenay River.

Photographie


Trois-Rivières—Historic Gateway to the St. Maurice

by W. E. GREENING

THE COMMUNITY of Trois-Rivières located at the junction of the St. Maurice and the St. Lawrence Rivers, about half-way between Montreal and Quebec City, has always been an important strategic point in this region of eastern Canada. In the period of the first French settlement of Canada in the seventeenth century, it formed the gateway to a far-flung trading empire in the watershed of the St. Maurice River and its numerous tributaries which extend far northwards into the Laurentian hinterland, and it early became important in the history of the Roman Catholic Church. Franciscan missionaries, including lay brother Pacifique Duplessis, came out from France as early as 1615 and began work there. Frère Duplessis was active in this region until his death four years later.

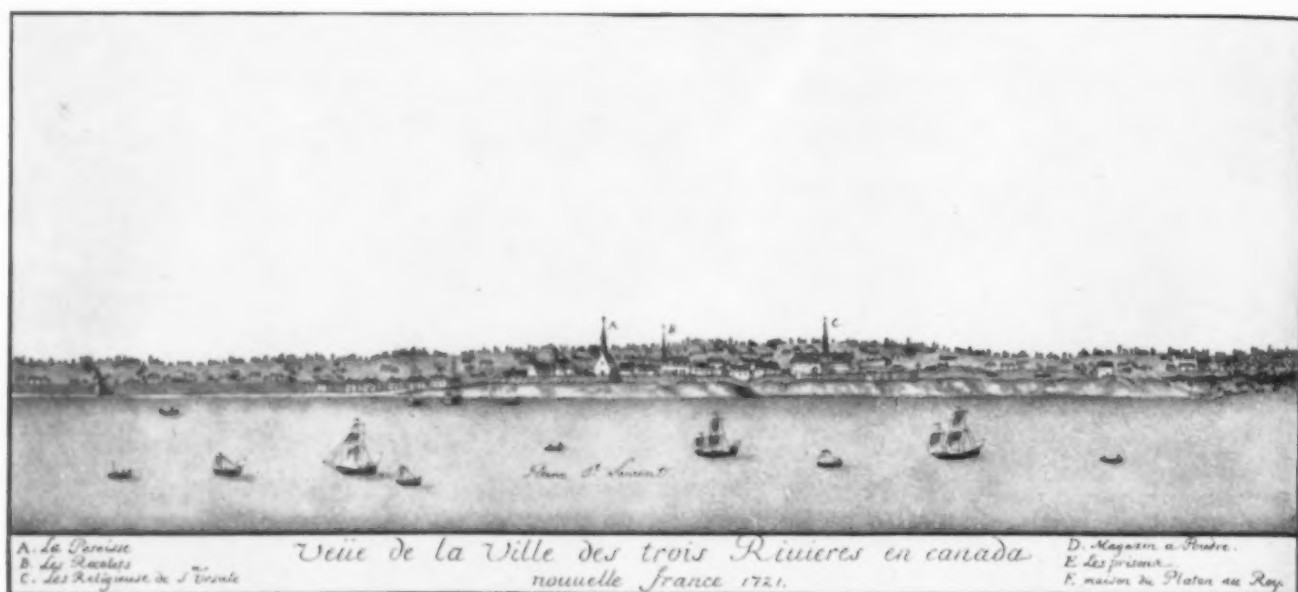
But it was not until about fifteen years later, in 1634, that Champlain and the French authorities decided to erect a fortified post at Trois-Rivières, both as protection against the frequent raids of the hostile Iroquois tribes and as a centre for the fur trade and for Catholic missionary work. By this time, the Jesuit Order had taken over the task of the conversion of the Indians to Christianity in New France, and Trois-Rivières became one of their important missions. It was from this fort at this period that one of the great early explorers of the colony, Jean Nicolet, set out on one of his important journeys of discovery into the western wilderness. This community, a number of years later, formed the base for some of the important trips of those two bold adventurers Radisson and Desgroseilliers during the course of which they discovered Lake Superior.

During the next two decades this little outpost in the forest, because of its remote and exposed position, was subject to frequent attacks by the ever-present bands of Iroquois and the small French garrison had the greatest



St. Maurice (right, centre),
country. Twin city of Cap
of the River.

Photographie Surveys (Quebec) Ltd.



The community of Trois-Rivières in 1721.

Public Archives of Canada

difficulty in defending it. Among the prominent figures was Pierre Boucher, who was made Governor of Trois-Rivières in 1652. Boucher was a remarkable man. He was the first citizen of New France to be ennobled by the King of France and he was also the author of one of the first literary productions to be written in Canada — an account of the geography and resources of New France. In 1652 he made a heroic defence of the fort against an onslaught by the Iroquois and succeeded in signing a treaty of peace with that tribe which gave some relief to the colonists in that area. In 1661 he made a trip to France, in the course of which he obtained an interview with Louis the Fourteenth at Versailles and informed him of the lamentable conditions of the defences of the colony. This mission resulted

in the dispatch to Canada of the famous Carignan-Salières Regiment, by the French Government four years later.

During these years, in spite of the continual Iroquois menace, Trois-Rivières became an important entrepôt for the trade with the Indians. Huron Indians, their canoes laden with furs, would descend the foaming waters of the St. Maurice having taken a route from the Great Lakes up the Gatineau from the Ottawa in order to avoid their Iroquois enemies. But after 1660, the fur commerce in this region of the colony declined partly because of the construction of a post at Tadoussac, at the mouth of the Saguenay, and partly because of the growing importance of the fortified post of Ville Marie, one hundred miles to the south-west. After the arrival of the Carignan-Salières



Monument at Trois-Rivières to the early fur trader and explorer, Pierre Gaultier de Varennes, Sieur de La Vérendrye.

Le Nouvelliste

Right:—The St. Maurice Forges c. 1844. Though iron ore was discovered on the banks of the St. Maurice as early as 1667, it was not until 1733 that forges were established and the mines systematically worked. Public Archives of Canada

TROIS-RIVIÈRES—HISTORIC GATEWAY TO THE ST. MAURICE

Regiment in Canada and with the gradual fading of the Iroquois menace, settlement spread by degrees along the north and south shores of the St. Lawrence to the east and west of Trois-Rivières. This was the origin of several important present-day communities in this region of the Province of Quebec including St. François du Lac, Nicolet, Batiscan and Ste. Anne de la Pérade — celebrated for its tom-cod fishing in the winter months.

During the remainder of the French regime in Canada until 1763, Trois-Rivières continued to be of importance as the administrative centre for a large region of New France along both sides of the St. Lawrence, and towards the end of this period in 1733 there was some revival of commercial activity with the establishment of the first iron forges in Canada to work the iron deposits located near the banks of the St. Maurice some miles north of the town. These forges continued to manufacture iron products until well into the nineteenth century and were one of the pioneer mining enterprises in Canada.

Trois-Rivières during this period was also the birth-place of some notable figures in the history of Canada. Among them was the great explorer and pathfinder of the West, Pierre de La Vérendrye, who was born in the town in 1685, the grandson of the Pierre Boucher whose exploits we have already mentioned.

La Vérendrye and his son explored for the first time vast tracts of what is today central Canada and the United States and extended the western limits of French dominion in North America almost to the foothills of the Rocky Mountains.

After the British occupation of Canada in 1763, Trois-Rivières retained its importance as an administrative centre for the surrounding region of Lower Canada but its economic progress was very slow until the decade of the 1840s when the large Canadian and American lumber companies began to exploit effectively the vast forest wealth of the area to the north along the St. Maurice and its tributaries, such as the Mattawin, the Trenche, and the Bostonnais. Large lumber mills sprang up along the shores of the river near the town and big lumber rafts were floated down this waterway from the camps far up in the hinterland. During the middle period of the nineteenth century, millions of cords of lumber, mostly softwoods, were processed here and shipped to markets in the United States and Europe.

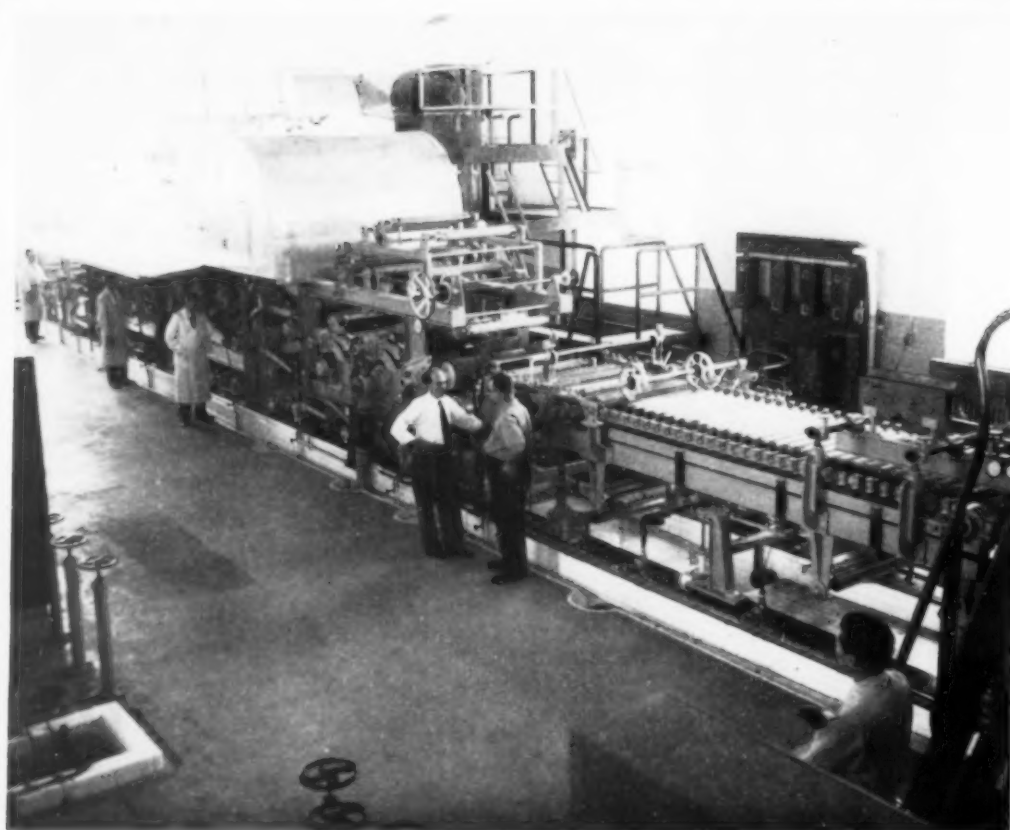
Yet a further stage in the economic development of this whole region of the Province of Quebec began at the end of the 1880s when the perfecting of processes for the manufacture of paper from wood-pulp stimulated the growth of the pulp and paper industry all over northern Quebec. It was not long before industrial and financial groups in such centres as Montreal and Boston discovered the great suitability of the whole St. Maurice region with its abundant water-power and its seemingly limitless forest wealth for this type of manufacturing. In 1890, John Forman built one of the first wood-pulp mills in eastern Canada at the beautiful falls at Grand'Mère on the St. Maurice River about twenty miles above Trois-Rivières, and this event marked the beginning of a new era in the history of the whole district. This was followed by the construction of the large Belgo-Can-





Trois-Rivières is an important centre of the pulp and paper industry. With its three large factories it is the chief newsprint-producing centre in the world. (Above) The Consolidated Paper Corporation mill on Wayagamack Island.

Hayward Studios



Industrial training is offered in specialized schools throughout the Province of Quebec. Operated by the Department of Youth of the Quebec Government the paper-making school (left) at Trois-Rivières is the only one of its kind on the North American continent.

Quebec Provincial Publicity Bureau



The mill of the Canadian International Paper Company at Trois-Rivières. About one-third of the city's labour force is employed in the paper industry.

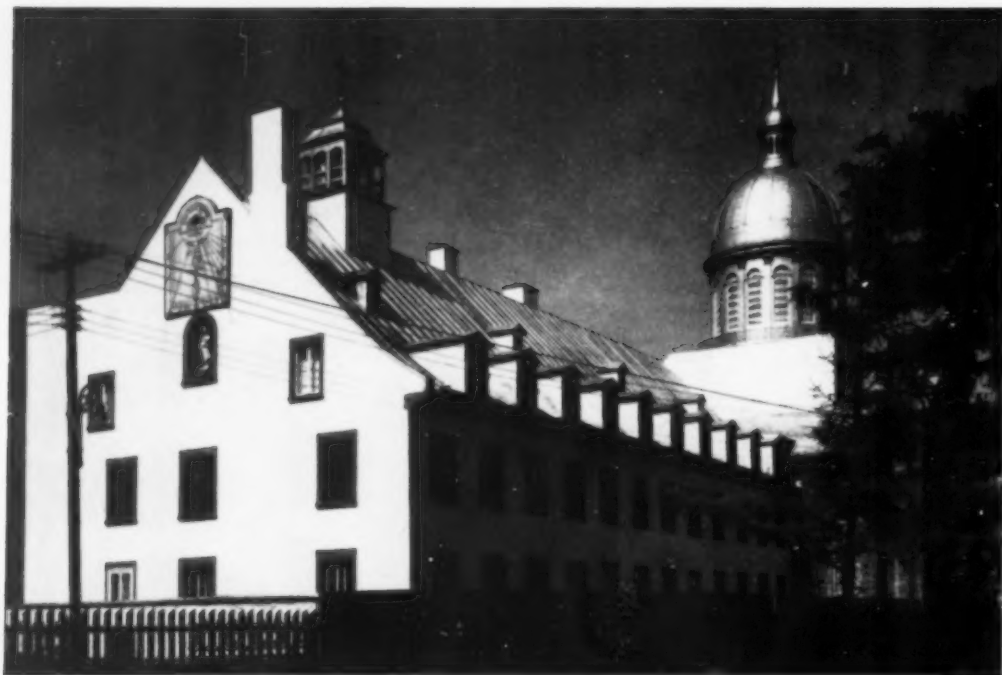
Malak

dian pulp and paper mill at Shawinigan Falls, about midway between Grand'Mère and Trois-Rivières on the St. Maurice, around 1900.

During the following decade, the hinterland of the St. Maurice was further opened up to economic exploitation by the construction of the National Transcontinental Railway line from Quebec City through La Tuque on the St. Maurice, westwards to Cochrane in Northern Ontario, and Winnipeg. American and Canadian pulp and paper companies began to lease vast tracts of spruce and softwood forest lands in the St. Maurice basin from the Quebec Government and these supplied the raw material for a group of pulp and paper mills, among the largest in the whole of eastern Canada, which were built in Trois-Rivières in the period between 1910 and 1930. These included the mills of the Canadian Interna-

tional Paper Company and the St. Lawrence Corporation in Trois-Rivières and the two mills of the Consolidated Paper Corporation, one located on Wayagamack Island in the St. Maurice River and the other in the city of Cap de la Madeleine on the opposite shore of the St. Maurice from Trois-Rivières. The International Paper mill is one of the largest in the world, and on Wayagamack Island is also located the site of the Baptiste sawmill which was one of the most important in this region of Quebec in the middle of the nineteenth century.

The three mills in Trois-Rivières turn out almost every variety of pulp and paper products including newsprint, kraft, and paper board, but they specialize particularly in the manufacture of the first-named product. Today Trois-Rivières is the largest centre of newsprint



The Ursuline Convent dates from 1697 when the Ursuline Sisters arrived at Trois-Rivières, establishing schools and a hospital.

Le Nouvelliste

production in North America if not in the entire world. The giant machines of these mills supply much of the paper for the printing of newspapers in the great cities of the United States such as Boston, New York and Chicago.

The industrial growth of this whole area has been very marked during the past half century. Trois-Rivières has become an important centre of textile manufacturing with the Wabasso Cotton Company mill, and important rubber and electrical products plants are located in the city as well as large iron and aluminum products plants across the St. Maurice in the city of Cap de la Madeleine.

Trois-Rivières is also the home of the only paper-making school in North America; the school is run by the Department of Youth of the Quebec Government and forms part of its trade and industrial training programme. In this institution, young men who wish to take up a career in this industry can study every one of its varied phases through practical work on paper-making machines.

In addition Trois-Rivières has become the chief port on the St. Lawrence between Montreal and Quebec City. Large shipments of pulp and paper products and chemical products are made by water here every year to points both in the United States and Europe.

Today, although a large part of the old section of the city was destroyed by fire in the first decade of the present century, some souvenirs of its varied and colourful past both under the French and British flags remain.

Situated across the river at Cap de la Madeleine is the Sanctuary of Notre-Dame du Cap, which is visited by thousands of pilgrims every year. The stone chapel dates from 1714.

C.N.R.

One of the most interesting of these is the Ursuline Convent, which is located close to the St. Lawrence River and which was originally built towards the end of the seventeenth century. This edifice was partially destroyed by fire and was rebuilt during the course of the eighteenth century; its massive walls are all that remain today from the French regime. The convent was used as a hospital for American soldiers during the era of the invasion of Canada by the armies of General Montgomery in the winter of 1775-6 at the beginning of the American Revolution. Near the convent stands a house designed in the typical French-Canadian style, built in the first half of the eighteenth century by a Major de Gannes who was at that time the commanding officer of the French garrison at Trois-Rivières. To the right of this house a plaque marks the site of the residence of the Sieur Desgrosseilliers, the seventeenth-century explorer and companion of Radisson. In this same section of the city is



located the *Maison de Tonnancour*, the oldest house in Trois-Rivières. Built in 1700, it was for a period during the nineteenth century the residence of the Catholic bishops of the diocese of Trois-Rivières, and is in an excellent state of preservation. Opposite the house is a statue of Monseigneur Laflèche, the second Catholic bishop of Trois-Rivières, who was one of the leaders of the colonization movement in French Canada in the latter part of the nineteenth century. Close by, there is yet another delightful example of historical French-Canadian architecture — the *Manoir Boucher de Niverville*, which was erected around 1750 at the very end of the French regime in Canada and which has changed very little in appearance during the course of the past two centuries.

In the same part of the city one can also see an old house in which was born, in 1841, the eminent French-Canadian man of letters and historian Benjamin Sulte, many of whose writings deal with the history of this part of the Province of Quebec. Close to this house is a monument erected to honour several eminent nineteenth-century French-Canadian men of letters and political leaders, including Joseph-Ludger Duvernay, the founder of *La Société Saint-Jean-Baptiste*; Nérée Beauchemin, a contemporary poet; and the novelist and sociologist, Gérin-Lajoie.

Close to the de Gannes house stands a small Anglican church, which was originally a chapel built by the Récollet Order in the middle of the eighteenth century. After the British occupation of Trois-Rivières it was transformed into a court house and prison. This court house was also used by the Anglicans as a place of worship and the building came into their possession in 1823 when it was rebuilt in its present

form. Of special interest in this section of the city is a statue which has been erected on the site of the house where the explorer Pierre de La Vérendrye was born almost three centuries ago. A plaque in de Gannes Street in the centre of the city marks the site of the first French fort built in the era of Champlain with its barracks and underground passages.

Across the St. Maurice River to the north is located the fast-growing modern industrial city of Cap de la Madeleine where many of the employees in the industries of Trois-Rivières have their homes. Very attractive here is a small Roman Catholic chapel which was built in 1714; its simple and graceful lines form an outstanding example of French-Canadian ecclesiastical architecture of this period. Further to the north, a short distance from the highway between Trois-Rivières and Shawinigan Falls, are visible some of the ruins of the eighteenth-century forges of St. Maurice, including the house of the Works Manager and a massive and imposing chimney.

Altogether, Trois-Rivières is a city with a very bright industrial future because of the notable economic growth of this whole region of the Province of Quebec during the past few decades. Situated at the gateway to the St. Maurice Valley with its rich forest and mineral and water-power reserves, it will continue, as in the past, to play a very important role in the economic life of French Canada.

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 Theriault, Yvon, *Trois-Rivières*.

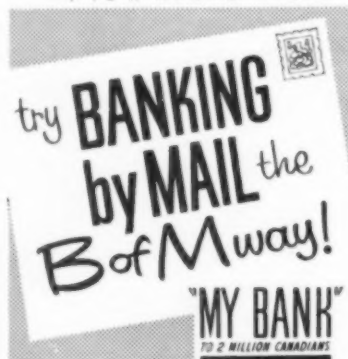
Two Historic Houses at Trois-Rivières

(Below) *Maison de Tonnancour*
 (Right) *Manoir de Niverville*

Le Nouvelliste



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EDITOR'S NOTE-BOOK

John P. Ough (*Canada's Northern Queen*) joined the Canadian Hydrographic Service in 1953. Since then he has taken part in five hydrographic surveys in the Arctic, including one aboard the *Baffin* in 1958 which he describes in his article. Before coming to Canada in 1953 he did survey work in the Persian Gulf, in Bombay Harbour, India, and conducted reconnaissance surveys for hydro-electric projects in Scotland. More recently, he has joined the Editorial and Information Division of the Department of Mines and Technical Surveys.

* * *

Marion G. Rogers (*Lunenburg Fisheries Festival*) is a free-lance journalist and photographer from Ottawa. She has taken a special interest in the Nova Scotia Fisheries Exhibition and Fishermen's Reunion and has even participated in it, in 1947, when she was one of the judges in the first Queen of the Sea contest.

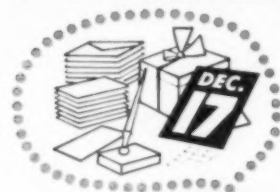
* * *

Sylvia Seeley (*Iran*) was raised in England and educated at Queen's College, London. In 1926 she came to this country to work for Dr. H. M. Ami, Director of the Canadian School of Prehistory. Her varied and interesting career includes prehistoric research work in France and Canada, writing, teaching, and translation. She is on the editorial staff of the *Journal* and is librarian for the Society.

* * *

W. E. Greening (*Trois-Rivières — Historic Gateway to the St. Maurice*) is a Montreal writer who has made a special study of the Province of Quebec. He is particularly interested in the history and culture of this province and many of his articles on Quebec have been published in the *Journal*.

HOW TO PLAN



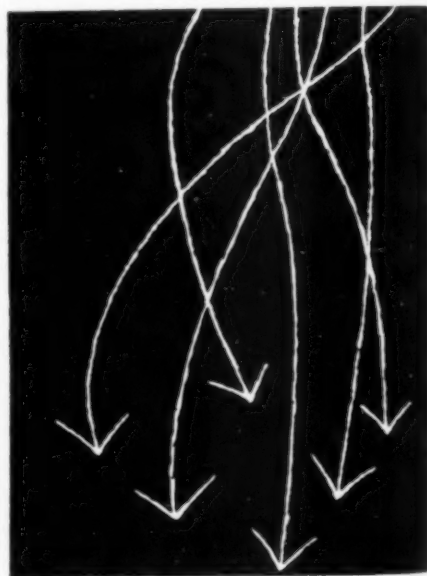
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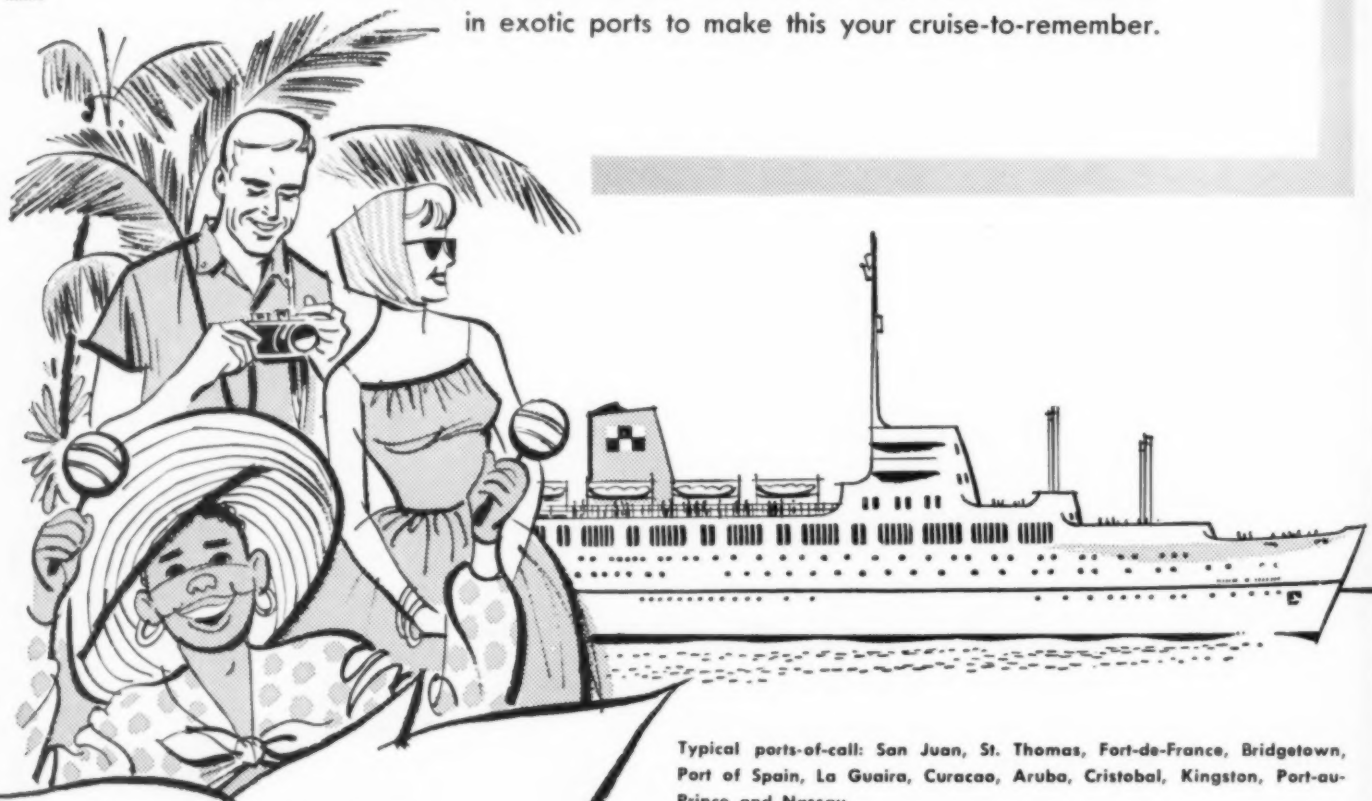
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AMONGST THE NEW BOOKS

Coppermine Journey Selected from the Journals of Samuel Hearne

by Farley Mowat

(McClelland & Stewart Limited,
Toronto, \$3.50)

All students of Canadian history are exposed to some information about the journeys of Samuel Hearne from Churchill, Manitoba, to Coppermine, during the years 1769 to 1772. There is usually some reference also to the shameful massacre of innocent coastal Eskimos by the Indians with whom Hearne was travelling which has been commemorated by the name "Bloody Falls" near the mouth of the Coppermine River.

Few have read Hearne's original journal or the version prepared in 1911 in an edition of 520 copies for the Champlain Society of Canada by that more recent famous traveller over the same route, the late Dr. J. B. Tyrrell.

Farley Mowat, who has spent some time among Eskimo groups in a part of the country traversed by Hearne, has used his ability as teller of tales to edit Hearne's journals; he has selected the most descriptive and dramatic

sections which, in brief form, serve to give a clear idea of that amazing man whose thirst for knowledge drove him over what is still some of the most difficult country in Canada.

Mowat's editing and his replacement of much of Hearne's eighteenth-century English by more modern forms has resulted in a narrative of clarity and intensity which will undoubtedly reawaken popular interest in Canada's great explorers. Mowat believes they have not been too well served by the scholarly documents prepared from their journals. Those documents have tended to obscure the stature of the men concerned and the true extent of the hardships they faced and overcame. Some readers will prefer the older English of the original documents. Others will feel that the loss of the older forms of expression is a small price to pay for the greater understanding of our history which will result from a wider reading of explorers' reports.

Hearne's major accomplishment was the first mapping of a quarter of a million square miles, largely in what are now the Districts of Mackenzie and Keewatin. He accomplished that work frequently at the risk of his life and amid the hardships of overland travel during summer and winter in an area which, almost two centuries later, is still remote and inaccessible. The information he gathered paved the way for much of the northward expansion which has occurred since that time and which is now accelerating.

It is hoped that reference to Hearne's work, after a lapse of forty-seven years, will help to stimulate public interest and that we shall see more publications on the work of early explorers in the years to come. Canadians need more frequent reminders of their great pioneers.

The book is well made, free of typographical errors, printed in a pleasant type face and furnished with useful end-paper maps. It should be on the shelves of all Canadians interested in the great explorers of their country.

V. E. H. SOLMAN.

Mr. V. E. H. Solman is assistant chief in the Canadian Wildlife Service, National Parks Branch, Ottawa.

Recently Received from Publishers

One Chinese Moon. By J. Tuzo Wilson. (Longmans, Green and Company, Toronto). This account of a scientific vacation spent in China is pictured with Dr. Wilson's well known powers of observation and tolerant humour.

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90° South. By Paul Siple. (Longmans, Green and Company, Toronto). The story of eighteen American scientists who laboured through an Antarctic winter to study the coldest part of the earth.

The Desperate People. By Farley Mowat. (Little, Brown and Company, Toronto). This is a story of racial misunderstanding and the slow extinction of an Eskimo tribe.

These are the Maritimes. By Will R. Bird. (The Ryerson Press, Toronto). A book about all that is most enjoyable to the traveller in the Maritimes.

The Earth Beneath the Sea. By Francis P. Shepard. (The Johns Hopkins Press, Baltimore). A study in marine geology, explaining our changing shoreline and other varying marine conditions.

Géographie Universelle, Vol. I. Edited by Pierre Deffontaines. (Librairie Larousse, Paris, France). This is the European volume of an elaborate study in world geography presented in a form consonant with the name of its celebrated publishing house. There are many coloured illustrations.



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Call Loans	172,045,238	177,103,240
Total Quick Assets	\$ 881,854,997	\$1,012,877,758
Current Loans	760,542,271	626,637,247
N.H.A. Mortgage Loans	101,213,660	66,540,437
Bank Premises	24,653,029	22,415,037
Acceptances and Letters of Credit	21,146,594	14,506,213
Sundry Assets	532,977	672,694
	<u>\$1,789,943,528</u>	<u>\$1,743,649,386</u>

<i>Liabilities</i>	1959	1958
Deposits	\$1,678,043,773	\$1,653,957,844
Other Liabilities	7,552,817	6,222,438
Total Liabilities to the Public	1,685,596,590	1,660,180,282
Acceptances and Letters of Credit	21,146,594	14,506,213
Capital Paid Up	24,000,000	20,121,688
Rest Account	57,600,000	48,292,050
Undivided Profits	1,600,344	549,153
	<u>\$1,789,943,528</u>	<u>\$1,743,649,386</u>

Statement of Undivided Profits

<i>Fiscal Years Ended October 31</i>	1959	1958
Profits after depreciation and after making transfers to Contingency Reserves	\$ 11,402,929	\$ 9,796,351
Less: Income Taxes	5,940,000	5,050,000
Net Profit	5,462,929	4,746,351
Less: Dividends	4,171,787	2,800,000
Extra Distribution	239,951	400,000
Undivided Profits	1,051,191	1,546,351
Undivided Profits Brought Forward	549,153	1,002,802
	<u>1,600,344</u>	<u>2,549,153</u>
Transferred to Rest Account		2,000,000
Balance of Undivided Profits	<u>1,600,344</u>	<u>549,153</u>

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